GOVERNMENT OF INDIA
SHIPPING
LOK SABHA

UNSTARRED QUESTION NO:1788
ANSWERED ON:30.07.2015
Budgetary Allocation
Sathyabama Smt. V.;Singh Shri Bharatendra

Will the Minister of SHIPPING be pleased to state:

(a) the budgetary allocation during each of the last three financial years along with the utilization status thereof;
(b) the details of such funds utilized in various ports in the country, State-wise including Tamil Nadu;
(c) the reasons for unspent allocations during the said period; and
(d) the major plans and schemes of the Government aimed at improving the shipping network in the country?

Answer

MINISTER OF SHIPPING
(SHRI NITIN JAIRAM GADKARI)

(a) The budgetary allocation of the Ministry of Shipping during each of the last three financial years along with the utilization status thereof is as under:
(Rs. in crore)
2012-13 2013-14 2014-15
BE RE Actual BE RE Actual BE RE Actual
Plan 812.00 502.00 495.15 846.00 530.00 491.03 899.00 450.00 442.83
Non-Plan 867.48 403.00 388.66 866.67 1215.03 1043.24 509.74 609.00 560.24
Total 1679.48 905.00 883.81 1712.67 1745.03 1534.27 1408.74 1059.00 1003.07
(b)&(c):The details of the funds utilized in various Government owned Major Ports in the country along with reasons for under utilizations are given in the Annexure:
(d) The following measures initiated by the Government to encourage the Indian shipping companies to own more vessels will improve the Shipping network in the country:

â€¢ Acquisition of all type of ships has been brought under the Open General Licence (OGL).
â€¢ To attract investment for the growth of the sector, the Government has allowed 100% Foreign Direct Investment (FDI) in the shipping sector.
â€¢ Government has taken a policy decision to allow shipping enterprises based in India to acquire ships abroad and also flag them in the country of their convenience.
â€¢ Exempting Customs and Excise Duty leviable on bunker fuels used in Indian flag vessels for transportation of EXIM and empty containers between two or more ports in India.
â€¢ In the Union Budget 2015-16, Government has brought in a uniform abatement of service tax for transportation of goods by rail, road and sea vessels.
â€¢ With a view to provide a level playing field to the Indian shipping industry, the government has introduced Tonnage Tax System.

Further, for promoting Coastal Shipping, the Government has initiated a scheme in 2015-16 for providing Central Assistance to Major Port Trusts for construction of Coastal berths.
Annexure
Budget Allocation

(Rs. in crore)

State/Port 2012-13 2013-14 2014-15 Reasons for under-utilization
BE RE Actual BE RE Actual BE RE Actual
Kerala
Cochin Port Trust
(CoPT)

25.00
0.00
0.00
30.00
0.00
0.00
10.00
10.00
10.00 As the proposal could not be finalized during 2012-13, the funds earmarkedfor construction of a subway could not be released and in 2013-14 CoPT could not obtain NOC from NHAI for construction of subway.

Odisha
Paradip Port Trust
0.00
0.00
0.00
0.00
0.00
0.00
17.00
17.00
17.00
Andhra Pradesh
Vishakhapatnam Port Trust
90.00
0.00
0.00
50.00
50.00
50.00
50.00
50.00
50.00 During 2012-13, the project for "Upgradation of Iron Ore Handling facilities" through JICA could not start as the mandatory requirement of JICA norms for appointment of consultant could not materialize.
Tamil Nadu
Tuticorin Port Trust,

100.13
124.63
124.63
200.00
50.00
50.00
173.00
54.44
54.44 During 2013-14, by the time CCEA approved the project for dredging, the amount available under RE was only Rs. 50 crore. Further the clearance from Ministry of Environment &Forest for the project was received only in last week of December 2014. Therefore, only Rs. 54.44 crore could be released during 2014-15.
Tamil Nadu
Chennai Port Trust
37.82
15.00
15.00

15.00
15.00
15.00
15.00
15.00
15.00 During 2012-13, amount of Rs. 37.82 crores was kept at BE stage for Capital Dredging. However, at the time of SFC the cost of project came out as Rs. 30 crore. An amount of Rs. 15 crore was released to ChPT as the Port Trust could complete the work worth this amount during 2012-13.
Goa
Mormugao Port Trust
0.00
0.00
0.00
110.00
50.00
49.95
75.00
75.00
75.00 During 2013-14, the project relating to construction of four lanes Port connectivity Road, could not take off.
West Bengal
Kolkata Port Trust *
337.70
106.70
110.73
385.11
384.76
384.20
357.27

356.67
356.16 During 2012-13, the saving was on account of the stand taken by Department of Expenditure that fresh approval of the Cabinet would be required for reimbursement of the subsidy from 2011-12.

*Non Plan subsidy to Kolkata Port Trust towards maintenance and dredging in Haldia channel and river dredging and maintenance of river Hooghly.